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COUNTRY East GermanyTOPIC Werneuchen AirfieldEVALUATION PLACE OBTAINED DATE OF CONTENT DATE OBTAINED DATE PREPARED 19 April 1955REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS

This is UNEVALUATED Information

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1. On 19 February 1955, no air activity was observed on Werneuchen airfield. The runway was cleaned of snow by means of snowplows and subsequently strewn with sand. A total of 34 IL-28s and 1 high-wing monoplane were observed at the field. No activity was seen in the fuel dump in the northern section of the field where the stored material was covered with snow.

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2. On 2 March 1955, the number of aircraft at Werneuchen airfield had apparently been increased when compared with the last observation on 31 January. About 48 IL-28s were seen including 25 in front of the hangars, 8 in the southwestern corner of the field and about 15 at the take-off point. At about 0900, about 15 IL-28s were parked at the western runway and on the taxiway between hangar 1 and the western end of the runway. Flying was practiced between 0930 and about 1445. The following 3 types of training were definitely observed:

a. Take-off and landing practices by U-IL-28s which circled once over the field at a low altitude. The aircraft usually had their landing gears extended. A total of about 30 take-offs were made by U-IL-28s

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b. Take-offs and flights in formations of three aircraft. Prior to the take-off, the aircraft were parked one after another at the western end of the runway. While taking off, the three aircraft taxied almost simultaneously and were close behind each other when becoming airborne. After a few minutes, the aircraft crossed over the field in flight formation and subsequently headed east. After 20 to 25 minutes, the same formation approached the field at an altitude of 600 to 800 meters. After dispersing the formation, the aircraft to the left landed first. The other aircraft followed at a distance of 300 to 400 meters. Immediately after the landing of the first formation, the next flight took off.

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- c. In the meantime, the third type of training was conducted. The aircraft took off in elements of two staggered to the right. The element made local flights at a very high altitude and then departed toward the northeast. [redacted] Only two take-offs in elements of two with subsequent high-altitude flights were observed. No landings were seen. 25X1

During the air activity observed at the field it did not appear as if all of the aircraft which had taken off had returned to the field. After the air activity had ended it was also noted that the number of aircraft at the field seemed somewhat reduced. The exact number could not be determined because the aircraft were parked without any pattern in front of the hangars. 1

3. On 2 March, it was definitely determined that the AA gun emplacement in the northwestern section of the field was not occupied. Only a few motor vehicles were parked in the sheds near the emplacement. The AA gun emplacement in the southwestern section of the field was presumably vacated since no AA guns were seen there. 2
4. The model AA 4 MK 3 set was still located south of the second aircraft revetment at the northwestern section of the taxiway. A Fishnet-type radar set was observed about 50 meters farther south. One Kniferest-type set and 1 Fishnet-type set were still located at the southeastern section of the southern taxiway. As observed previously, the PKV-45 DF station and 2 single-mast radio installations were seen about 1,000 meters east of the runway end. Two radio trucks were parked south of the eastern end of the runway. One radio truck mounted a mast about 8 meters high and the other one a mast about 6 meters high. The two masts had an egg-shaped device on top. No further details could be identified at a large distance. 3
5. About 60 men were drilling with rifles near the revetments in the northwestern section of the field. When drilling was completed, they marched to the quartering buildings of the AA unit in the southwestern section of the field. A column of 120 men also entered these buildings coming from the airfield.
6. Vehicular traffic observed on 2 March included:
 - Truck [redacted] loaded with fuel drums
 - Truck [redacted]
 - Bus [redacted] occupied by air force officers.
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7. On 9 March, about 45 IL-28s were parked south of the runway, in addition to 5 to 7 IL-28s which were aloft. There was intensive air activity. Five to seven IL-28s took off or landed from east to west at short and regular intervals. Approximately 50 percent of all aircraft involved in air activity had full-view cockpits. [redacted] The other 50 percent had a metal nose. [redacted] No tactical symbols could be observed on the landing aircraft from a distance of about 120 meters. Two tail guns were seen in each aircraft. At about noon, 1 Li-2 and 1 Yak-14 approached from the east and landed at the field. 1

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8. On 9 March, an AA gun emplacement with 6 medium AA guns was seen north of the taxiway, approximately between the 6th and 8th revetment when seen from the southwest. The guns were covered with tarpaulins. While the guns had previously been dug in, it appeared that they were now set-up on level ground. 2

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9. A radar set, similar to a Fishnet-type set, was seen between the 1st and third revetment along the northwestern taxiway. The set consisted of a mast 4 to 5 meters high, braced in approximately 6 places. On top of the mast was a wire frame which was subdivided into 6 equal ~~right~~ angles. A smaller wire frame was fitted at one side of and at a right angle to the large frame. No rotations were observed. The PKV-45 DF station, the inner landing beacon and the outer landing beacon were located in the eastern extension of the runway, southwest of the village of Hirschfelde. ³
10. Vehicular traffic observed on 9 March included truck [] and bus [] both with drivers wearing black-bordered blue epaulets. 25X1
1. [] Comment. Werneuchen airfield is still occupied by two bomber regiments. The total of about 50 IL-28s observed on the dispersal areas agree with the assumed aircraft strength. 25X1
- [] The training activity described is believed to be correct and shows the different training status of the flying personnel. 25X1
2. [] Comment. It was reported previously that the AA unit practiced firing with live ammunition in Neubukow from 1 to 8 March 1955. On 9 March, the AA guns had presumably not yet been dug in. 25X1
3. [] Comment. All of the radio and radar installations were reported previously except for the set which was similar to a Fishnet-type set and was located in the northwestern section of the taxiway. [] it is assumed that a Fishnet-type set is concerned. 25X1

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